

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot; major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain the chart current. When the Aeronautical Chart is republished, the corrective tabulation will be removed from this Bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult appropriate Sectional and Terminal Area Charts for revisions. NOTE: New data which have been added to this issue are shown below the rule line under the appropriate chart.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts and VFR Terminal Area Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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### CHEYENNE SECTIONAL

#### 70th Edition, August 5, 2004

Revise OSHKOSH, NE Class E. That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Garden County Airport (41°24'04"N, 102°21'18"W).

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Delete KIRKWOOD arpt, 41°13'31"N, 104°58'32"W. Delete THIEL arpt, 41°15'10"N, 105°04'07"W. Delete REYNOLDS arpt, 43°45'50"N, 105°17'03"W. Change obst from 3743'MSL (498'AGL) to 3808'MSL (494'AGL), 43°31'08"N, 102°41'59"W. Add obst 5347'MSL (265'AGL)UC, 43°54'01"N, 106°39'29"W. Change MEF 3<sup>9</sup> to 4<sup>0</sup> in quadrant 43°30'00"–44°00'00"N, 102°30'00"–103°00'00"W. Revise SCOTTSBLUFF, NE Class E. Within a 5.3 mile radius of Western Nebraska Regional/William B. Heilig Field (41°52'27"N, 103°35'44"W) and that airspace extending upward from 700 feet above the surface within a 7.8 mile radius of Western Nebraska Regional/William B. Heilig Field and within 2.5 miles each side of the Scottsbluff VORTAC (41°53'39"N, 103°28'55"W) 078° radial extending from the 7.8 mile radius of the airport to 7 miles east of the VORTAC and within 2.5 miles each side of the VORTAC 256° radial extending from the 7.8 mile radius of the airport to 17.2 miles west of the VORTAC and within 2.5 miles each side of the 317° bearing from the Gering NDB (41°56'40"N, 103°40'59"W) extending from the 7.8 mile radius of the airport to 7 miles northwest of the NDB. Revise OGALLALA, NE Class E. That airspace extending upward from 700 feet above the surface within an 8.6 mile radius of Searle Field (41°07'10"N, 101°46'11"W). Revise CHADRON, NE Class E. Within a 5.7 mile radius of Chadron Municipal Airport (42°50'15"N, 103°05'44"W) and within 2.5 miles each side of the 021° bearing from Whitney NDB (42°49'44"N, 103°05'37"W) extending from the 5.7 mile radius of the airport to 7 miles northeast of the NDB and that airspace extending upward from 700 feet above the surface within a 10.7 mile radius of Chadron Municipal Airport.

### Military Training Routes

No Changes

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### DENVER SECTIONAL

#### 71st Edition, August 5, 2004

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Delete MONTE VISTA NDB, 37°31'41"N, 106°02'42"W.

### Military Training Routes

No Changes

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### DENVER TERMINAL AREA CHART

#### 62nd Edition, August 5, 2004

No major changes.

### Military Training Routes

No Changes

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**GRAND CANYON VFR AERONAUTICAL CHART**  
**3rd Edition, April 19, 2001**

Blue Direct North (BDN) west bound route, add 10,500 with a westbound arrow above the 8,500 figure just west of Supal/Diamond Creek Sector boundary.

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**Military Training Routes**

No Changes

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**KLAMATH FALLS SECTIONAL**  
**71st Edition, September 30, 2004**

No major changes.

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**Military Training Routes**

No Changes

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**LAS VEGAS SECTIONAL**  
**72nd Edition, September 2, 2004**

No major changes.

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**Military Training Routes**

No Changes

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**LAS VEGAS TERMINAL AREA CHART**  
**61st Edition, September 2, 2004**

No major changes.

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**Military Training Routes**

No Changes

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**LOS ANGELES HELICOPTER ROUTE CHART**  
**6th Edition, December 30, 1999**

Delete BEAR CREEK arpt, 33°33'56"N, 117°14'23"W.

Effective June 15, 2000, the prefix for VFR waypoints has changed from "VV" to "VP". MCAS EL TORO arpt closed 33°40'34"N, 117°43'52"W.

Change EL TORO (NZJ) VORTAC to EL TORO (ELB) VOR, 33°40'34"N, 117°43'52"W.

Change LONG BEACH/DAUGHERTY (LBG) ATCT freq 120.05 to 120.5. Change CTAF freq 122.9 to 123.05 COMPTON arpt 33°53'24"N, 118°14'37"W.

Change CTAF freq 122.8 to 122.7 CORONA MUNI arpt., 33°53'51"N, 117°36'08"W.

Change ONTARIO/RIVERSIDE-MARCH Class C App Con freqs to 127.25 318.2 (N-NE) 119.65 379.25 (NE-E) 134.0 278.3 (E-S) 135.4 377.125 (S-SW) 135.4 295.7 (S-SW) 125.5 349.0 (SW-N). Change BURBANK Class C App Con freqs to 120.4 360.6 (VNY 280°-BUR 050°) 134.2 338.2 (VNY 160°-280°) 135.05 317.5 (BUR 050°-150°) 124.6 298.85 (BUR 150°-VNY 160°). Change SANTA ANA Class C App Con freqs to 121.3 263.1 (315°-045°) 124.1 350.325 (045°-190° above 4000'MSL) 132.7 380.2 (045°-190° 4000'MSL & below) 127.2 269.6 (190°-315° above 3000'MSL) 124.65 316.125 (190°-315° 3000'MSL & below). Change LOS ALAMITOS AAF ATCT freq from 347.5 to 251.15. Change CTAF freq 123.05 to 122.9 at PERRIS VALLEY arpt 33°45'39"N, 117°13'06"W. Add VAN NUYS, CA Class E airspace: That airspace extending upward from the surface to but not including 3000'MSL within a 4.3-mile radius of VAN NUYS arpt (34°12'35"N, 118°29'24"W), excluding that airspace within the BURBANK-GLENDALE-PASADENA Class C airspace area, and excluding that airspace between the VAN NUYS VOR/DME 219° radial clockwise to the VAN NUYS VOR/DME 314° radial extending beyond the BURBANK-GLENDALE-PASADENA arpt 10-mile radius, and excluding that airspace within a 1.8-mile radius of WHITEMAN arpt.

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Add RIVERSIDE-MARCH FIELD CLASS C, App Con. freqs 133.5 and 324.1. Change SANTA MONICA Offshore Transition Route freq from 119.55 to 120.1.

Revise Santa Ana, CA Class C airspace: That airspace extending upward from the surface to and including 4400 feet MSL within a 5-mile radius of the John Wayne Airport/Orange County (SNA) (lat. 33°40'32"N, long. 117°52'06"W); that airspace extending upward from 1500 feet MSL to and including 5400 feet MSL beginning at a point southeast of SNA where the SNA 5NM radius and the POM 185° radial intersect, then south via the POM 185° radial to the SNA 10NM radius, then clockwise via the SNA 10NM radius to the PDZ 230° radial, then north via the PDZ 230° radial to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning; that airspace extending upward from 3500 feet MSL to and including 5400 feet MSL beginning at a point south of the SNA where the SNA 5NM radius and the PDZ 230° radial intersect, then southwest via the PDZ 230° radial to the SNA 10NM radius, then clockwise via the SNA 10NM radius to the 251° bearing from SNA at 10 NM, then north via a line extending between the SNA 251° bearing at 10 NM and the SNA 351° bearing at 10NM to the shoreline, then via the shoreline southeast to the point of beginning; that airspace extending upward from 2500 feet MSL to and including 5400 feet MSL beginning at a point south of the SNA where the SNA 5NM radius and the PDZ 230° radial intersect then west via the shoreline to a line extending between the SNA 251° bearing at 10NM and the SNA 351° bearing at 10NM, then north via the line extending between the SNA 251° bearing at 10NM and the SNA 351° bearing at 10NM to the San Diego Freeway (I-405), then east via the San Diego Freeway (I-405) to the SNA 5NM radius, then counterclockwise via the 5NM radius to the point of beginning; that airspace extended upward from 2500 feet MSL to and including 4400 feet MSL beginning west of SNA at a point where the SNA 5NM radius and the San Diego Freeway (I-405) intersect, then west via the San Diego Freeway (I-405) to a line extending between the SNA 251° bearing at 10 NM and the SNA 351° bearing at 10NM, then north via the line extending between the SNA 251° bearing at 10NM and the SNA 351° bearing at 10NM, then clockwise via the SNA 10NM radius to the SNA 360° bearing, then south via the SNA 360° bearing to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning; that airspace extending upward from 2000 feet MSL to and including 4400 feet MSL beginning at a point where the SNA 5NM and the SNA 360° bearing intersect, then via the SNA 360° bearing to the SNA 10NM radius, then via the SNA 10NM radius clockwise to the SLI 075° radial to the LAX 098° radial, then east via the LAX 098° radial to the ELB 004° radial, then south via the ELB 004° radial to the PDZ 230° radial, then southwest via the PDZ 230° radial to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning; that airspace extending upward from 3500 feet MSL to and including 4400 feet MSL beginning northeast of SNA at a point where the SNA 5NM and the PDZ 230° radial intersect, then northeast via the PDZ 230° radial to the ELB 004° radial, then north via the ELB 004° radial, to the LAX 098° radial to POM 157° radial, then south via the POM 157° radial to the ELB 054° radial, then southwest via ELB 054° radial to ELB, then south via the ELB 184° radial to the SNA 10NM radius, then clockwise via the SNA 10NM radius to the POM 185° radial, then north via POM 185° radial to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning. This Class C airspace area is effective during the specific days and hours of operation of the Orange County Tower as established in advance by a Notice to Airman. The effective dates and times will thereafter be continuously published in the Airport/Facility directory.

Change Industrial Route to: Southbound: crossing 105 Freeway at 1500 feet MSL, offset east to join the MTA green line west side of the tracks. Descend along the west side of green line to at or above 900 feet MSL. Once passing the Redondo Beach Avenue green line station, offset to join the 405 Freeway southbound. Northbound: abeam the MTA green line station at Redondo Beach Avenue at or above 900 feet MSL, offset west of the tracks and follow the green line while climbing to 1500 feet MSL. Prior to reaching the 105 Freeway, offset west to joint Sepulveda Boulevard. Add to Long Beach Freeway route: maintain 1000 feet MSL or below when operating between 91 Freeway and southern boundary of LAX Class B airspace to avoid conflict with HHR IFR arrivals.

Add POINT MUGU NAS (VENTURA CO) ATCT freq 340.2.

Change POINT MUGU NAS (VENTURA CO) ATCT freq from 382.8 to 290.375, 34°07'13"N, 119°07'15"W.

Delete SHEPHERD arpt, 34°00'50"N, 118°03'10"W.

SAN BERNARDINO COMMUNITY HOSPITAL heliport abandoned, 34°07'50"N, 117°19'18"W.

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### Military Training Routes

No Changes

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**LOS ANGELES SECTIONAL**  
**75th Edition, July 8, 2004**

Revise Disney Theme Park Note to at and below 3,000 feet AGL. Change text of Restricted Area R-2501 A & B to R-2510 A & B centered approximately at 33°01'00"N, 115°52'00"W.

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Change CTAF 122.7 to 119.875 at RAMONA arpt, 33°02'20"N, 116°54'54"W.

**Military Training Routes**

No Changes

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**LOS ANGELES TERMINAL AREA CHART**  
**49th Edition, July 8, 2004**

Revise Disney Theme Park Note to at and below 3,000 feet AGL.

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**Military Training Routes**

No Changes

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**PHOENIX SECTIONAL**  
**71st Edition, May 13, 2004**

Change CTAF freq 123.0 to 122.9 at HOLTVILLE arpt, 32°50'25"N, 115°16'03"W. Change RP 6 to RP 24 at PAYSON arpt, 34°15'24"N, 111°20'21"W.

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Delete CASCABEL arpt, 32°18'00"N, 110°21'54"W. Add RP 21 to SPRINGERVILLE arpt, 34°08'08"N, 109°18'36"W.

**Military Training Routes**

No Changes

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**PHOENIX TERMINAL AREA CHART/FLYWAY**  
**30th Edition, May 13, 2004**

No major changes.

**Military Training Routes**

No Changes

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**SALT LAKE CITY HELICOPTER**  
**2nd Edition, April 18, 2002**

Change CTAF freq. 122.8 to 123.0 at SKYPARK arpt., 40°52'09"N, 111°55'37"W.

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**Military Training Routes**

No Changes

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**SALT LAKE CITY SECTIONAL****71st Edition, April 15, 2004**

Revise airway V328 from BIG PINEY VOR-DME (BPI) 321° to JACKSON VOR-DME (JAC) 143°. Change JACKSON VOR-DME position from 43°36'30"N, 110°44'05"W to 43°37'16"N, 110°43'54"W. Change JACKSON VOR-DME freq and chan from 108.4 Chan 21 to 115.4 Chan 101.

Add obst 4890'MSL (214'AGL)UC, 43°27'14"N, 112°03'49"W. Add obst 5503'MSL (260'AGL)UC, 42°12'38"N, 114°43'17"W. Add obst 5107'MSL (315'AGL), 43°53'29"N, 112°35'26"W.

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Delete CHALLIS NDB, 44°31'10"N, 114°12'56"W. Add obst 4543'MSL (265'AGL)UC, 40°43'14"N, 112°02'32"W.

**Military Training Routes**No Changes

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**SALT LAKE CITY TERMINAL AREA CHART****30th Edition, April 15, 2004**

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Add obst 4543'MSL (265'AGL)UC, 40°43'14"N, 112°02'32"W.

**Military Training Routes**No Changes

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**SAN DIEGO TERMINAL AREA CHART****48th Edition, July 8, 2004**

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Change CTAF 122.7 to 119.875 at RAMONA arpt, 33°02'20"N, 116°54'54"W.

**Military Training Routes**No Changes

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**SAN FRANCISCO SECTIONAL****73rd Edition, September 2, 2004**

No major changes.

**Military Training Routes**No Changes

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**SAN FRANCISCO TERMINAL AREA CHART****65th Edition, September 2, 2004**

No major changes.

**Military Training Routes**No Changes

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**WICHITA SECTIONAL**  
**73rd Edition, August 5, 2004**

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Add obst 4160'MSL (450'AGL)UC, 39°19'08"N, 101°43'39"W. Revise Fairbury, NE Class E Airspace. That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fairbury Municipal Airport (40°10'59"N, 97°10'09"W) and within 4 miles each side of the 360° bearing from the airport extending from the 7-mile radius to 9.9 miles north of the airport, and within 4 miles each side of the 167° bearing from BUXBI waypoint (40°06'40"N, 97°10'12"W) extending from the 7-mile radius of the airport to 4.3 miles southeast of BUXBI waypoint. Revise McCook, NE Class E Airspace. Within a 4.1-mile radius of McCook Municipal Airport (40°12'23"N, 100°35'32"W) and within a 1.8 miles each side of the McCook VOR/DME (40°12'14"N, 100°35'39"W) 122° radial extending from the 4.1-mile radius of the airport to 7 miles southeast of the VOR/DME and within 1.8 miles each side of the McCook VOR/DME 326° radial extending from the 4.1-mile radius of the airport to 7 miles northwest of the VOR/DME. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory. That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of McCook Municipal Airport.

**Military Training Routes**No Changes

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